WOMEN AND CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SMT. MARGARET ALVA): (a) Yes, Sir. About 2.12 million women and children in five States will benefit from the UN World Food Programme Food Assistance Project.

(b) and (c) The World Food Programme has been extending food aid for Supplementary Nutrition to children below 6 years, pregnant women and nursing mothers under the Project 2206. In Expansion Phase-IV the number of beneficiaries approved at Rome are 2.12 million. The five States covered under the programme are Assam,, Kerala, Madhya Pradesh, Rajasthan and Uttar Pradesh. The State-wise details of beneficiaries is given below :-

State	No. of Beneficiaries
Assam	1,66,000
Kerala •	10,23,000
Madhya Pradesh	2,17,000
Rajasthan	3,14,000
Uttar Pradesh	4,00,000
TOTAL:	21,20,000 or 2.12 million

The WFP have approved the continuation of the project in the above States for the same number of beneficiaries during Expansion Phase-V which is likelv to stait on 1.L1990 for two years.

New Programmes of the Institute of Airport Management

1437. SHRI SURESH PACHOURI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Institute of Airport Management (IAM) propose to start some new programmes;

(b) if so, what are the details thereof;

(c) whether the said Institute had recently organised a two day national seminar on prevention of brrd-hit accidents to the aircraft; and

(d) what were the main subjects discussed in the seminar and to what extent the decisions taken in the seminar would be implemented?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL) : (a) Yes, Sir.

(b) The programmes would relate to certain managerial and professional aspects of Airport and Civil Aviation management.

(c) Yes, Sir.

(d) The seminar mainly discussed issues relating to birds hazard to aircraft operations, the methods and controls to check the mertace, environmental and ecological management of aerodromes etc. An Action Plan for Bird Hit prevention has been drawn for implementation by airlines and local bodies to minimise the hazard.

Clearance to the Nhava Sheva Port Project

1438. SHRI SURESH PACHOURI • Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have given clearance to the-Nhava Sheva Port Project; and

(b) if so, what are the conditions put by the Ministry of Environment and Forests while clearing the project and to what extent the Port would be beneficial for the country?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b) The Nhava Sheva Port Project was sanctioned by the Government in September, 1983. While giving their concurrence to Revised Cost Estimates of the Project, the Ministry of Environment

has laid down certain conditions which are annexed. (*See* below*)*

The new Port when completed, will have a handling capacity of 5:90 million tonnes and will significantly decongest Bombay Port and provide uptodate handling facilities for Containers and bulk fertilisers and food grains.

Statement

*List of conditions laid down by Ministry of environment and forests while according environmental clearance to Nhava Se*va *port project.*

(i) The total land area of the project must not exceed 2584 hectares, as approved by the Government. Any re-appraisal of land requirement may be only towards reduction and not for additional land.

(ii) No further cutting of hill slopes would be undertaken by the Nhava Sheva Port Trust (NSPT) except in the areas already contracted for terracing along the cut line as of 4.8.88.

(iii) Administration and operation buildings built on the hill feature at Sheva Island should not be more than what is existing now, i.e. two storeys. No further buildings be built on hill feature area. All temporary structures built in the area must be removed before the end of 1990.

(iv) The NSPT must not have major blasting in the Port area.

(v) Dredging will be limited for operation and maintenance only. Disposal of dredged material will be done in consultation with Environment Division of NSPT. Such material must not be used for filling up any waterbody.

(vi) No large-scale dumping of wastes shall be undertaken by NSPT without clearance from environmental angle. This is to ensure that marine ecology of the area is not affected by dumping in the marshy lagoon/low level areas.

(vii) A green belt of 500 metres must be provided all along the periphery of the Port excluding the water areas. The approximate cost of the greening-initial cost and cost of maintenance for 5 years will be Rs. 3.5 crores at present day cost. A provision for this amount has to be made in the Project cost for the NSPT. Annual financial requirement after initial 5 years has to be provided in the annual budgets of the Port.

(viii) Inside the Port, 800 hectares of land must be afforested. Thi$_s$ may be spread in pockets of hill and vacant areas and need not be concentrated in one area. The cost of such afforestation approximately R.s. 1.6 crores, spread over a period of 5 years, must be included in the project cost of the NSPT.. Thereafter, annual fund requirement must be provided for in each year's budget.

(ix) Suitable tidal low-lying areas should be identified for mangrove plantations and provision, of the required amount—approximately Rs. 1.5 crores, must be made for this purpose in the Project cost of the NSPT.

(X) Six Air Pollution Monitoring Stations and six Water Pollution Monitoring Stations must be set-up, in the Port area and in the neighbourhood, susceptible to pollution arising out of the Port's functions and port related activities. The capital cost of these stations, approximately Rs. 1 crores, must be provided for in the Project cost of the NSPT. Annual recurring expenditure must be provided for in the annual budgets.

(xi) With the operation of the Nhava Sheva Port, as a measure of decongestion of Bombay Port, the traffic in Bombay Port must be gradually reduced, by steps to be taken by the Ministry of Surface Transport, Bombay Port Trust and NSPT, so that the total general cargo inclusive of container cargo handled at Bombay Port comes down within three years to 6.5 million tonnes. The schedule of reduction and the action programme in this regard should be forwarded to this

Ministry by the Ministry of Surface Transport within three months.

(xii) The Ministry of Surface Transport and Bombay Port Trust must take action to gradually make the land of Bombay Port, which is not required for operational purposes of the Port, available for greening and recreation. A time frame and an action programme in this regard should be forwarded to this Ministry by the Ministry of Surface Transport within six months.

< ⁱii) The NSPT must draw up a Disas-te anagement Plan and get it approved by the nodal department of the State Government and forward it to this Ministry for approval.

(jriv) There must not be any cutting of trees in any area of the NSPT.

(xv) The operation of the berth of the NSPT which falls within 200 metres of the protected zone of the Elephanta Caves should be controlled with adequate safeguards so that there is no damage to the Elephanta Caves.

(xvi) Adequate measures for protection of Elephanta Caves, particularly from S02 emissions from the vessels funnels and from vibrations must be taken. Regular monitoring in the Elephanta Caves must be done for this purpose at the cost of the NSPT.

(xvii) An Environmental Division must be set up in the NSPT which will consist of one Environmental Manager, two Environmental Engineers, two Forest Officers, four Laboratory Assistants and 13 Forest Guards. An Environmental Laboratory for water, air and solid waste monitoring must be set up with adequate equipment and qualified staff. The approximate capital cost for the Laboratory which will be Rs. SO lakhs must be provided in the Project cost. The annual recurring cost for the Laboratory and the Environmental Division must be provided for in the Annual budgets of the Port.

(xviii) The minimum financial requirements for meeting the above conditions, that is Rs. 8.1 crores besides the annual recurring cost, must be provided for in the Project cost. The annual recurring cost for the different items for environmental protections must be provided for in each year's Annual budget of the Port,

Discussions with China on smuggling of AK-47-rifles

.1439. SHRI MOHINDER SINGH LATHER: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the matter regarding smuggling/sale of Chinese AK-47 rifles and their falling into the hands of the Punjab extremists was taken up with the Chinese Government during the recent visit of Prime Minister to that country; and

(b) if so, what has been the outcome thereof?,

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K. NATWAR SINGH): (a) and (b) No, Sir.

The Chinese Government have stated that reports of assistance by China to terrorists in the Punjab were "surely a false rumour and not worth refuting."

Government have taken note of the above statement.

Manmad-Aurangabad railway broadgaugation

1440. SHRI PRAMOD MAHAJAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Maharashtra Government has requested for permission to float debentures/bonds for Manmad-Aurangabad Railway broadgaugation; and

(b) if so, what action Government have taken thereon?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir.